

Central Locking System

The central locking system simultaneously locks or unlocks together with the driver's door all other doors, fuel tank filler flap and trunk lid. As the driver's door button is moved, the buttons of all other doors must move at the same time. If this is not the case, the lock of the corresponding door has not engaged fully. Open the door once more and close it correctly. When the central locking system has been engaged, the lock buttons of the front passenger door and the rear doors can also be operated manually from inside. In addition to this, the front passenger door can be locked or unlocked by means of the master key.

The central locking system can only be engaged by depressing the button on the driver's door. Lock buttons of the other doors cannot be depressed individually.

The trunk lid can also be unlocked separately by turning the master key

counterclockwise to the stop. Push the trunk lock button in with it and lift the lid. Return the key to its initial position and withdraw it. To lock the lid, close it firmly. It will then be locked again by the central locking system.

A provision has been made to facilitate permanent locking of the trunk lid for positive prevention of access to trunk by unauthorized persons.

Before leaving vehicle with an attendant, lock trunk with master key (square head) by turning key clockwise to stop (tumbler slot vertical), then provide attendant with round-headed supplementary key. Thus, the trunk lock has been excluded from the operation of the central locking system and cannot be opened except with the squareheaded master key that you keep in your possession.

To reverse this, turn trunk lock counterclockwise back to horizontal position of the tumbler slot with master key. Lock will then be

re-engaged in central locking system; that is, it will automatically be locked or unlocked depending on whether the driver's door is locked or unlocked.

The central locking system operates on vacuum generated by the engine. A reservoir allows the central locking system to be actuated about five times after the engine is turned off. If the system can then no longer be engaged, idle engine for a short period.

If no vacuum is available, doors and trunk have to be locked individually using a key or depressing the button. The fuel tank filler flap, however, remains unlocked.

Note:

If the filler flap cannot be opened when the central locking system is unlocked, refer to "Unlocking of the Filler Flap" (page 77).

